

TERMINAL CHART NOTAMS

Chart NOTAMs for Airport UEEE

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Ufn twy A closed.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(16-1) Ufn IAP 2 NDB rwy 05R MDA(H) raised to 740'(418'), CAT C RVR 1800m, VIS 2000m.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Eff 13 MAR PAPI rwy 23L changed to PAPI-L, PAPI-L rwy 05R installed.

Airport Information

UEEE (Yakutsk)

JEPPESEN
JeppView 3.6.3.1

General Info

Yakutsk, RUS
N 62° 05.6' E129° 46.3' Mag Var: 15.7°W
Elevation: 325'

Public, IFR, Control Tower, Customs, Landing Fee
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+9:00 uses DST

Runway Info

Runway 05R-23L 11155' x 197' asphalt

Runway 05R (53.0°M) TDZE 322'
Lights: Edge, ALS, Centerline
Runway 23L (233.0°M) TDZE 315'
Lights: Edge, ALS, Centerline, TDZ

Communications Info

ATIS **126.2** Non-English
Yakutsk Start Tower **120.0**
Yakutsk Taxiing Ground Control **121.7**
Yakutsk Approach Control **129.3**
Yakutsk Krug Radar **120.3**

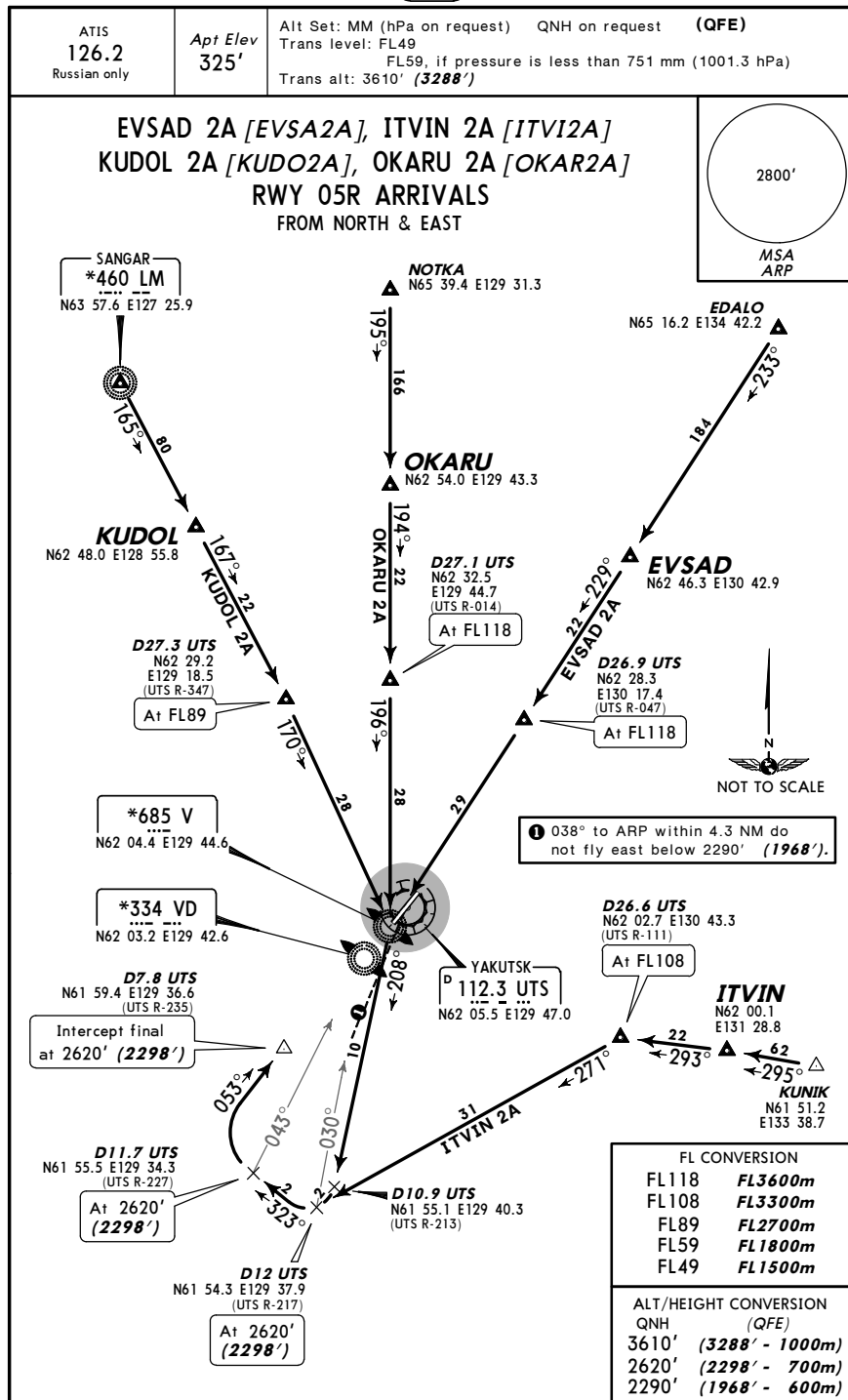
Notebook Info

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YAKUTSK

JEPPesen
3 JUL 09 10-2 Eff 7 Jul

YAKUTSK, RUSSIA

STAR



CHANGES: LOMUK replaced by KUNIK.

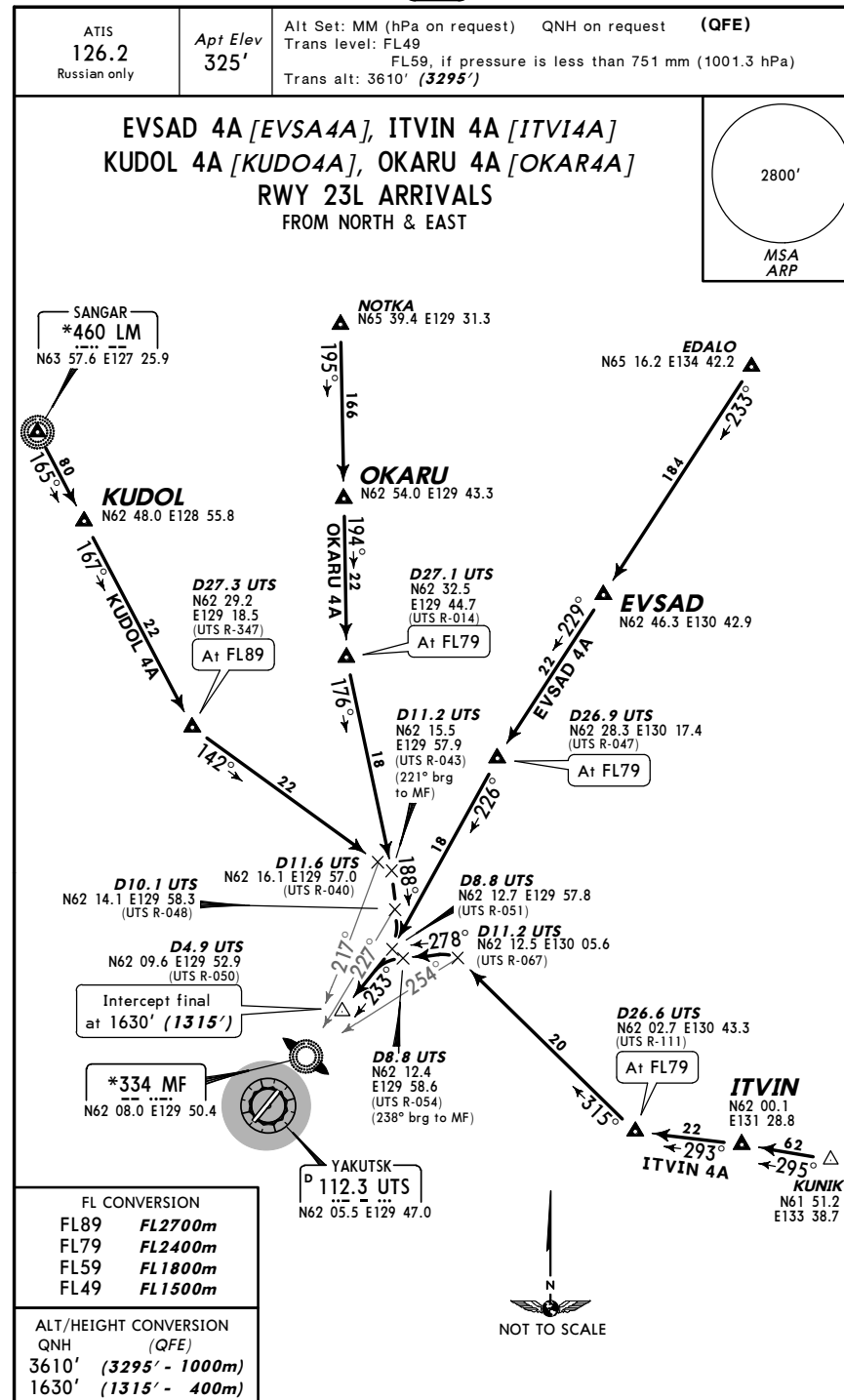
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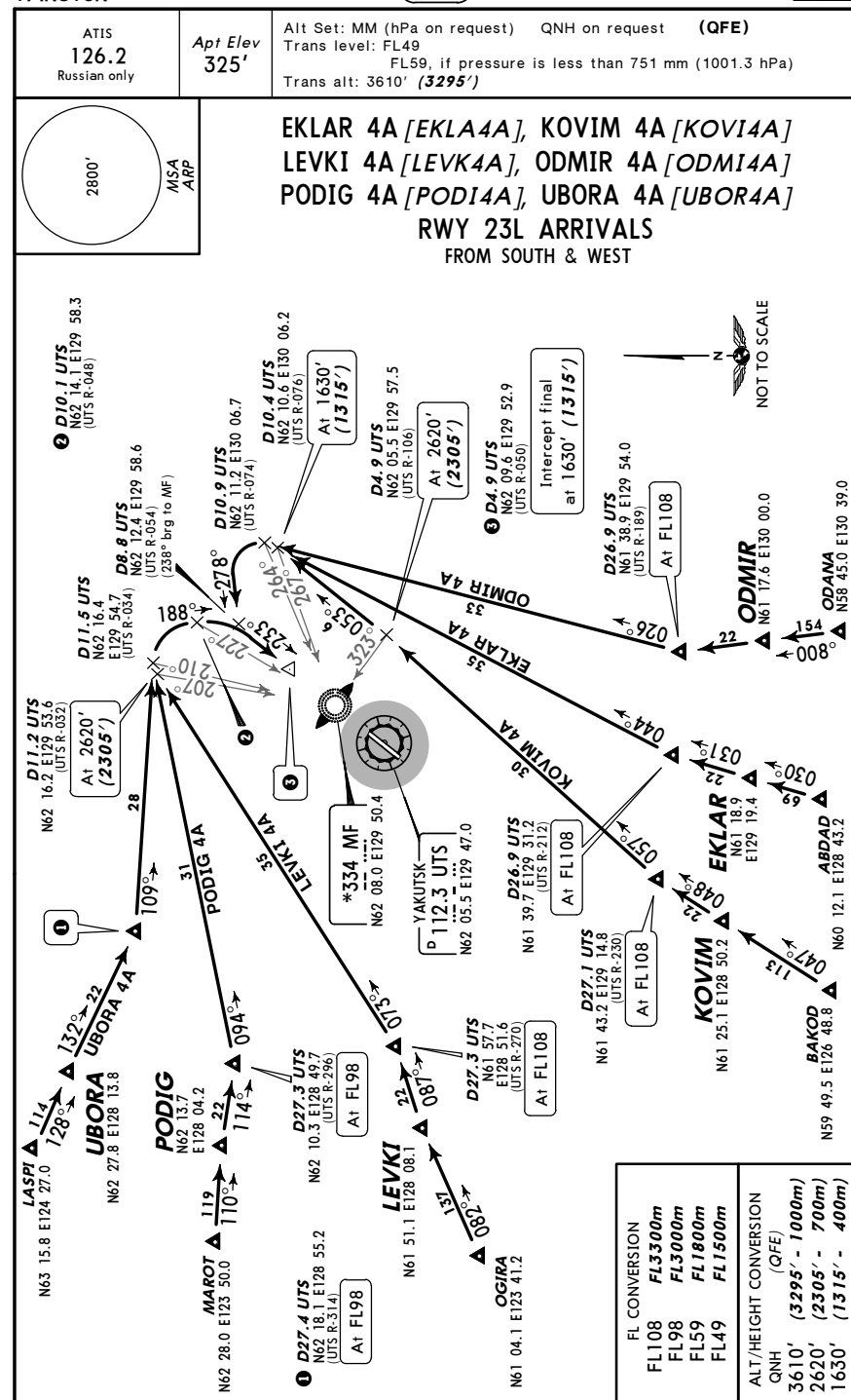
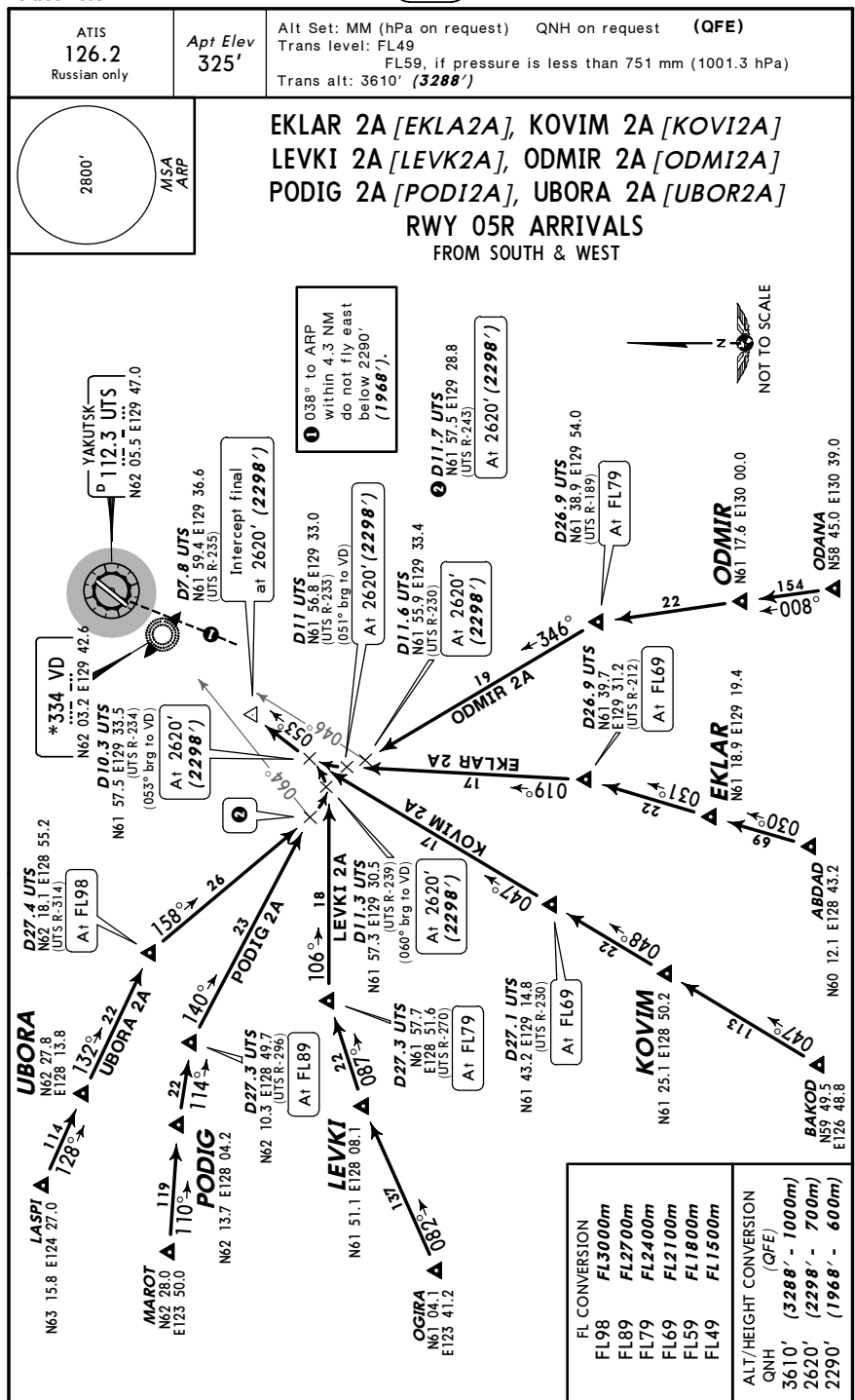
YAKUTSK, RUSSIA

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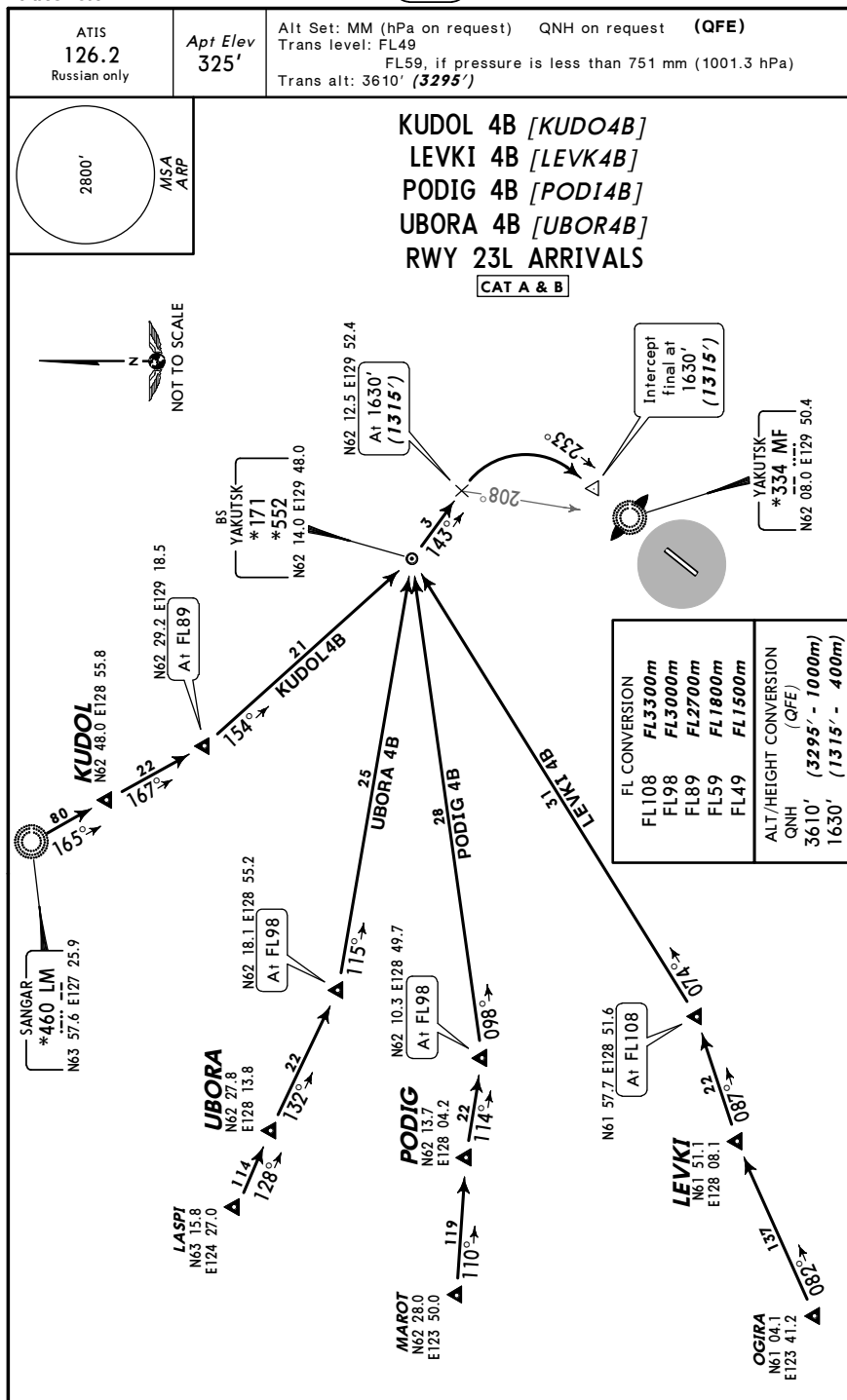
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23 MAY 08 10-2D Eff 5 Jun

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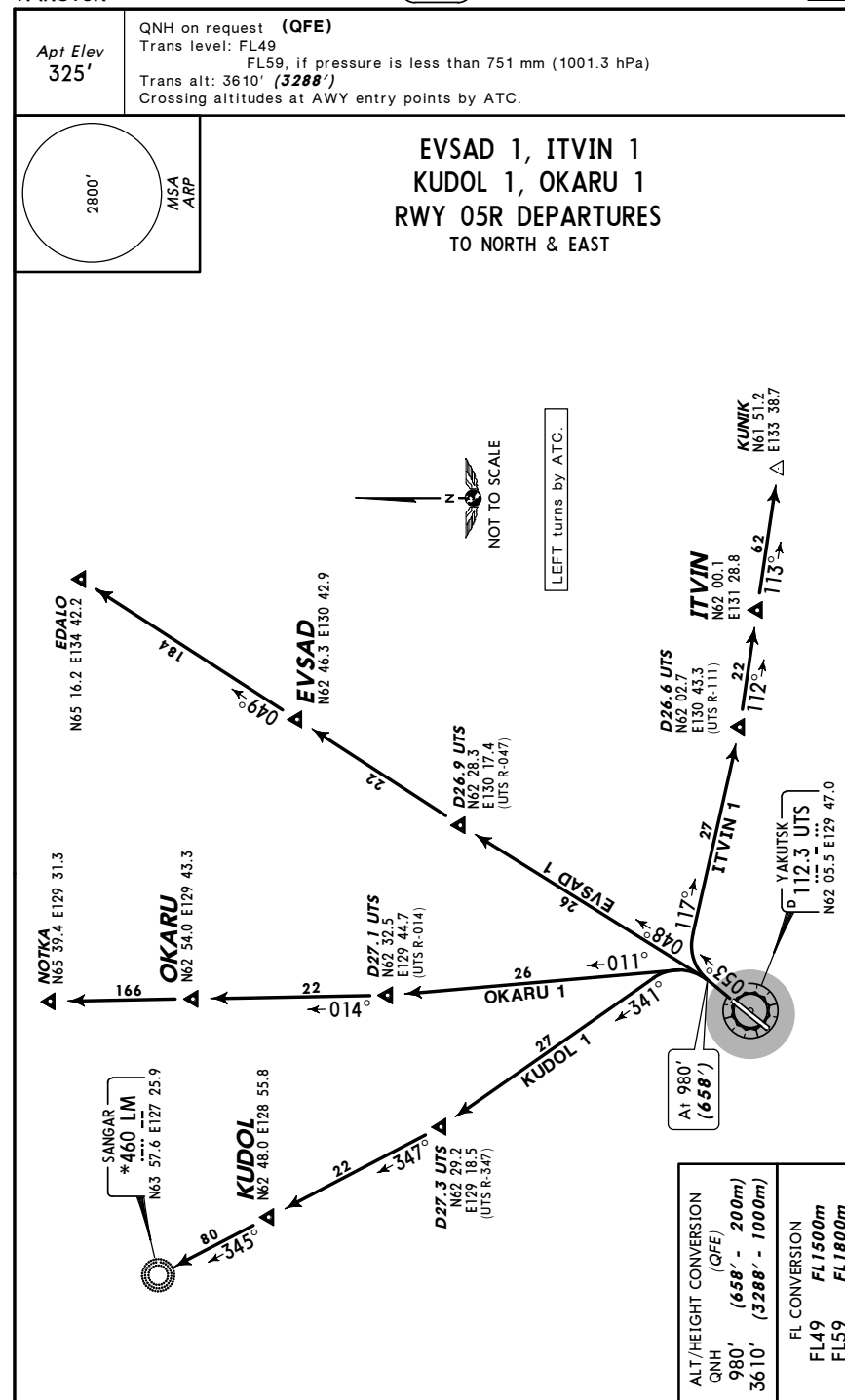
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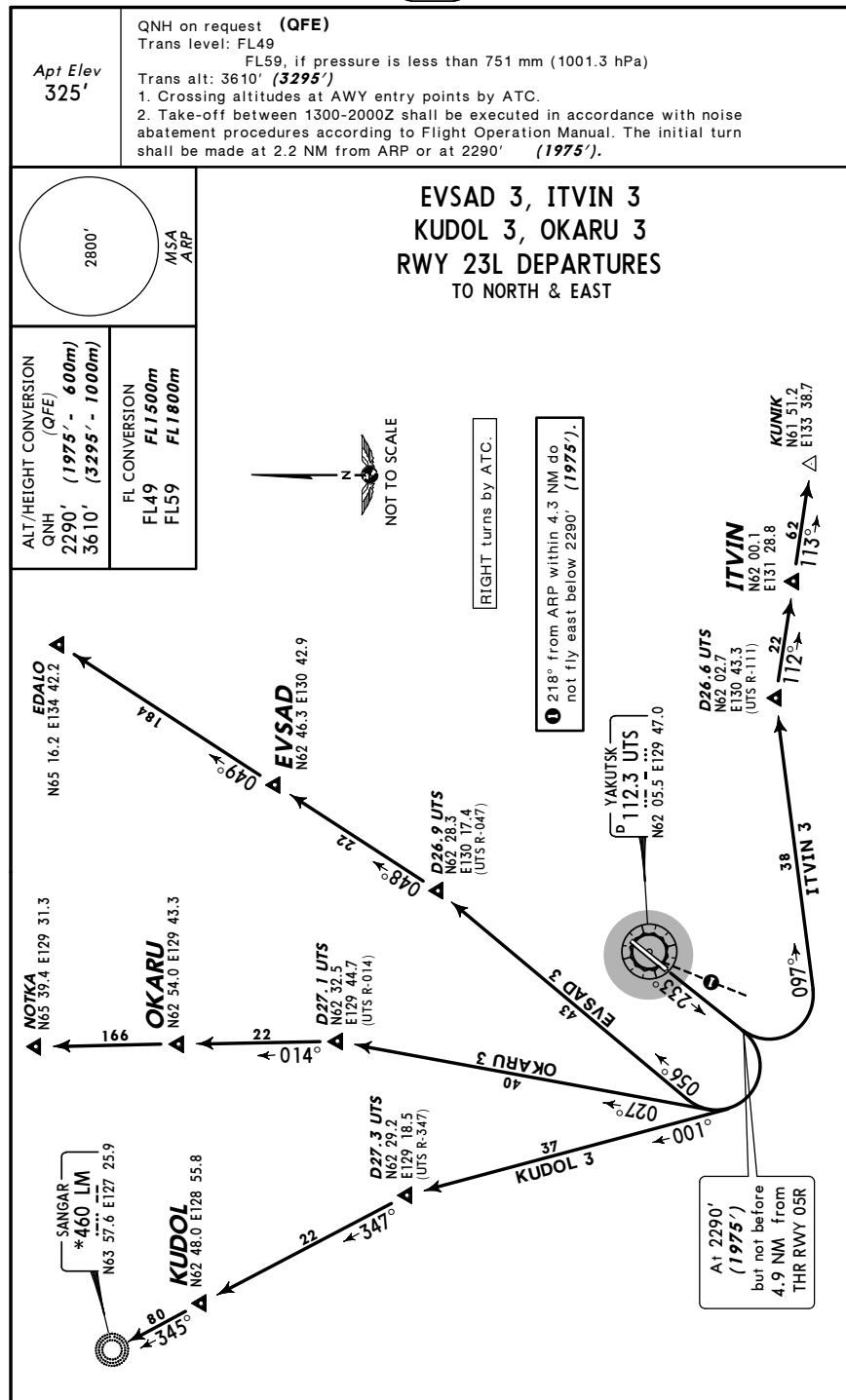
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YAKUTSK, RUSSIA

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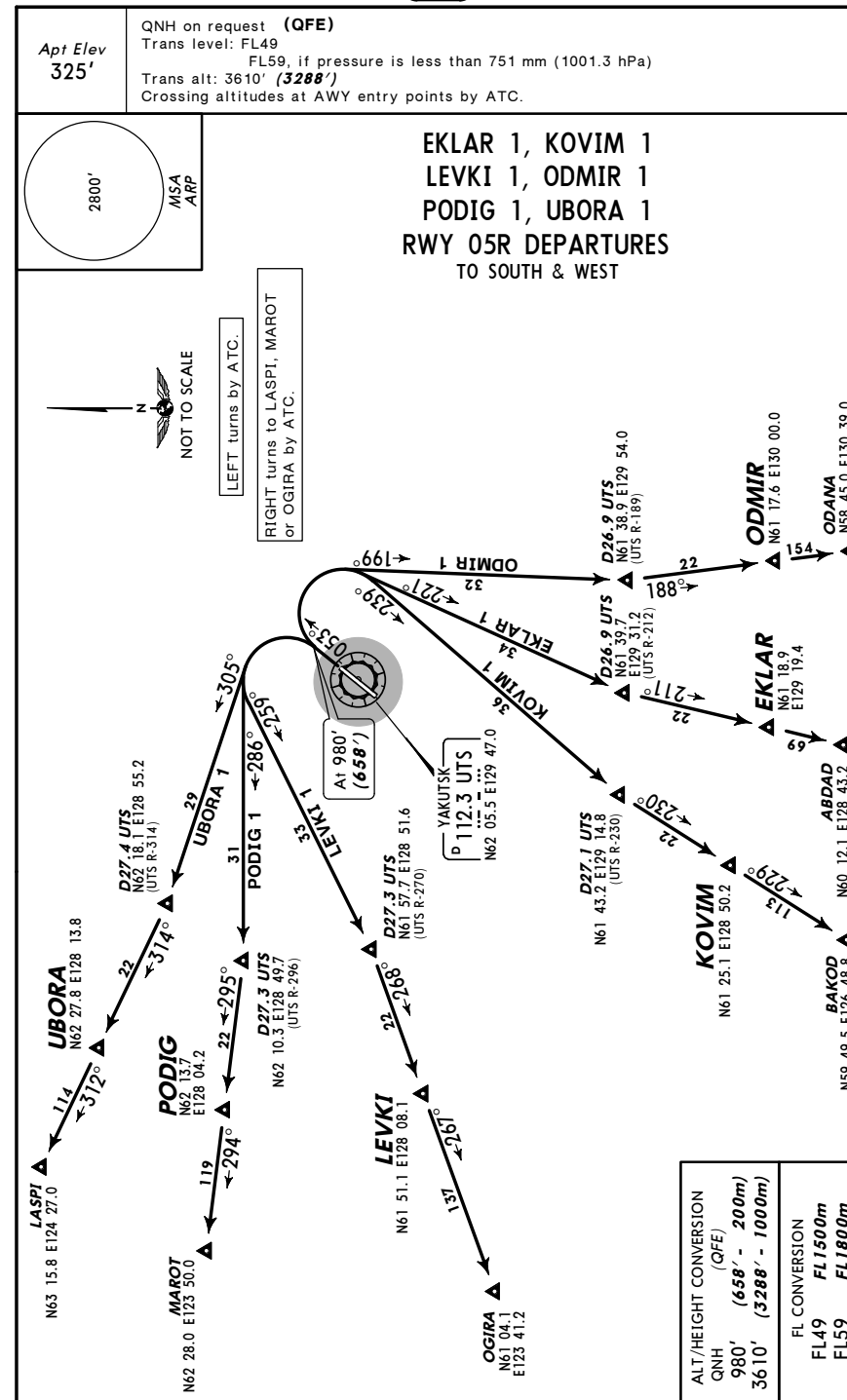
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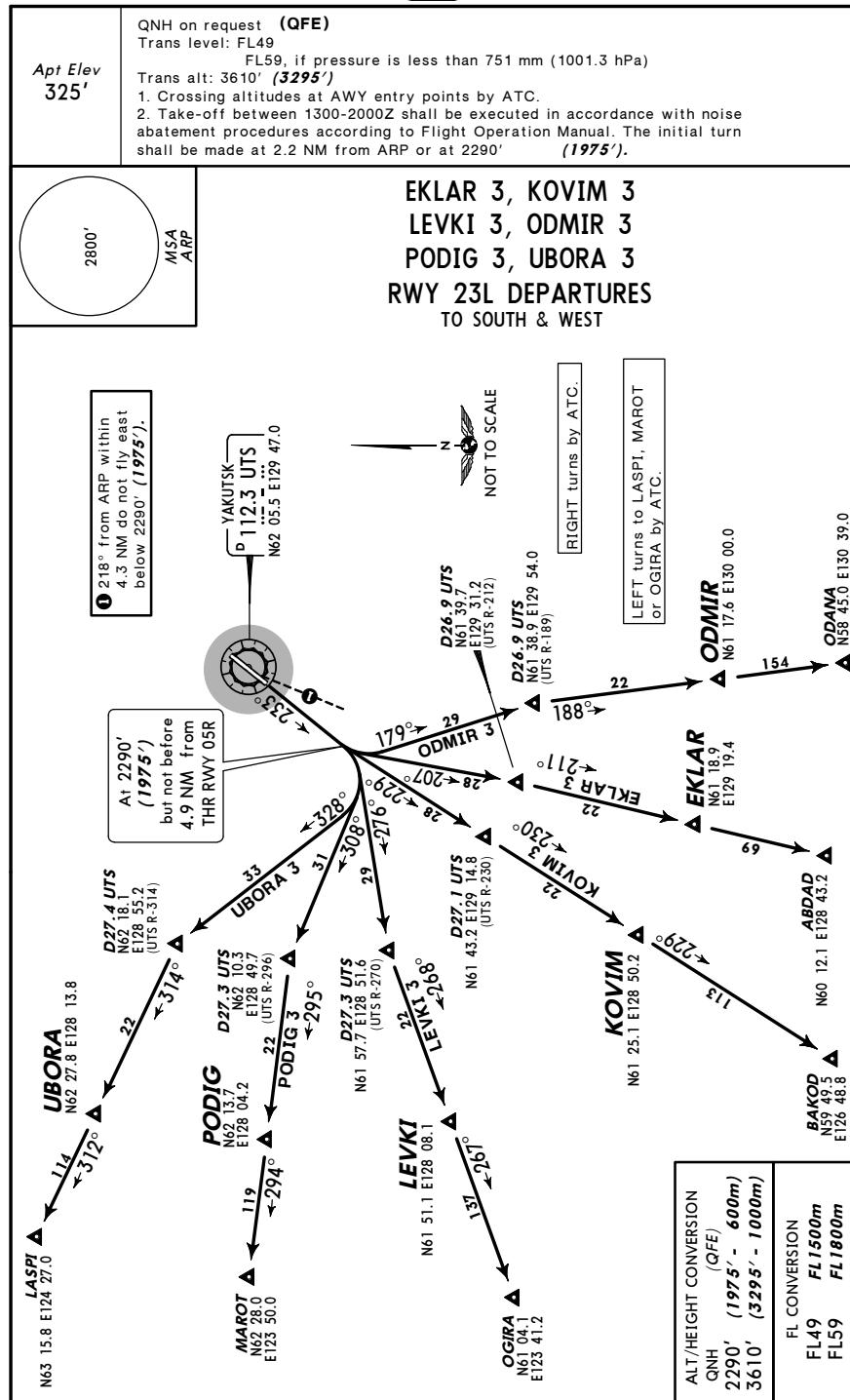
CHANGES: RUKAN & TEKOR withdrawn; BAKOD & ODANA estbld; SIDs revised

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20 NOV 09 10-3C

YAKUTSK, RUSSIA
SID



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YAKUTSK

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23 JAN 04 10-4

YAKUTSK, RUSSIA
NOISE

NOISE ABATEMENT

GENERAL

Noise abatement procedures during take-off and approach phases shall be carried out by crews of all aircraft from 1300-2000 Z. Deviation from these procedures may be permitted for flight safety reasons or if these procedures do not comply with the Aircraft Flight Manual for specified aircraft.

Engines running and warming shall be carried out on specified sites.

ARRIVALS

During approach to runway 05R/L, up to 11.3 NM to touchdown proceed at not less than 3280' (2955'-900m) and at aerodrome traffic circuit speed with wing devices and gear set into enroute position.

At 11.3 NM descend to 2630' (2305'-700m).

Before touchdown lower gear and wing devices into intermediate position at 15°-30°.

While descending to 1640' (1315'-400m) maintain 155-160 KT (± 15 KT), but not less than that established by the Aircraft Flight Manual. At 1640' (1315'-400m) the crew shall finish to set flaps into landing position and set up speed of final approach taking into account aircraft landing mass.

Finishing of setting flaps into landing position and of aircraft stabilization shall be completed before crossing LOM.

DEPARTURES

During take-off and climbing phase:

Take-off
Take-off power of all engines
take-off flaps
climb at $V_2 + 10-20$ KT

At 660' (335'-100m) to 990' (665'-200m)
turns shall be carried out with 15° bank

At 990' (665'-200m) or above
turns shall be carried out with 25° bank

At 1810' (1485'-450m)
engine power shall be reduced to nominal maintaining positive speed of climb

At 1810' (1485'-450m) to 3280' (2955'-900m)
climb at $V_2 + 10-20$ KT

At 3280' (2955'-900m)
Accelerate smoothly to enroute climb speed with flap retraction on schedule
Further climb shall be carried out at a speed recommended by the Aircraft Flight Manual

Taking into account aeronautical and meteorological conditions, runways 05R/L are preferential. When runways 23L/R are used, CAT C and D aircraft shall carry out take-off from the beginning of the runway according to noiseless take-off procedures recommended by the Aircraft Flight Manual.

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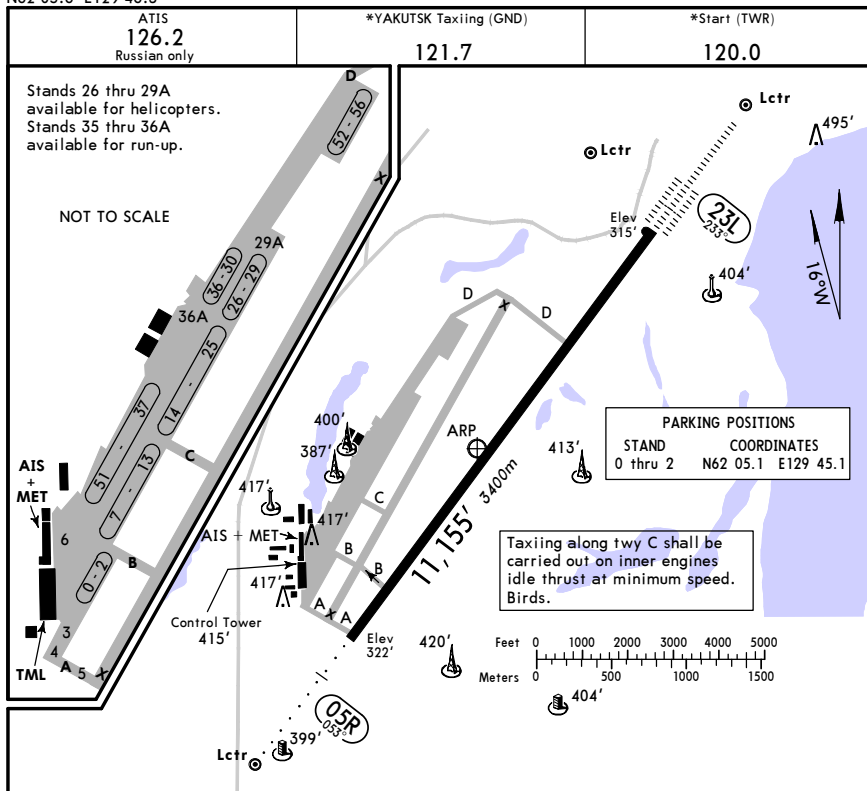
Apt Elev **325'**
N62 05.6 E129 46.3

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23 NOV 07 **(10-9)**

YAKUTSK, RUSSIA

YAKUTSK



ADDITIONAL RUNWAY INFORMATION

RWY							USABLE LENGTHS		TAKE-OFF	WIDTH
							Threshold	Glide Slope		
05R	HIRL (60m)	CL (15m)	ALS			RVR				197'
23L	HIRL (60m)	CL (15m)	HIALS-II	TDZ	PAPI	RVR	10,183' 3104m			60m

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

LVP must be in force		
RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	200m (150m)	250m
C		400m
D	250m (200m)	300m

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23 NOV 07 **(10-9X)**

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JAA MINIMUMS

YAKUTSK, RUSSIA

YAKUTSK

STRAIGHT-IN RWY		A	B	C	D
05R	NDB	670' (348')	670' (348')	670' (348')	670' (348')
		R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
23L	ILS	515' (200')	515' (200')	515' (200')	515' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	640' (325')	640' (325')	640' (325')	640' (325')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 05R, 23L

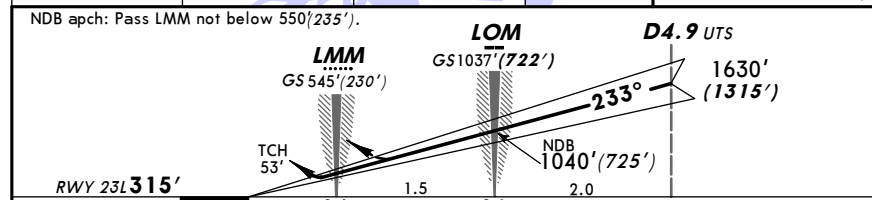
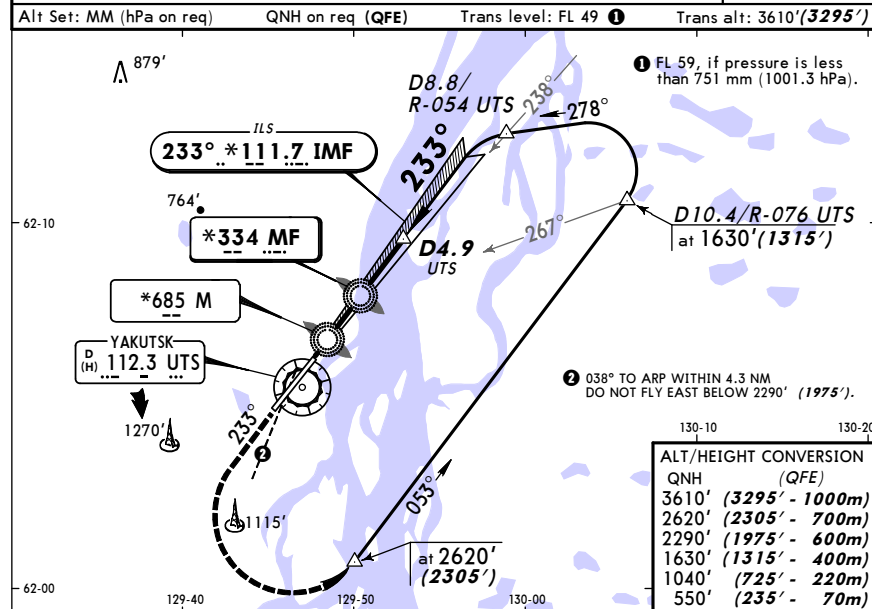
LVP must be in force			
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	200m	250m	400m
C			500m
D	250m	300m	

UEEE/YKS
YAKUTSK

JEPPesen
27 FEB 09
Eff 12 Mar (11-1)

YAKUTSK, RUSSIA
ILS or 2 NDB Rwy 23L

ATIS 126.2 Russian only		*YAKUTSK Approach 129.3		*YAKUTSK Krug (Radar) 120.3		*YAKUTSK Start (TWR) 120.0		*Ground 121.7	
BRIEFING STRIP	LOC IMF *111.7		GS LOM 1037' (722')		ILS DA(H) 515' (200')		Apt Elev 325'		<div>2800'</div>
	NDB MF *334		Minimum Alt D4.9 UTS 1630' (1315')		NDB MDA(H) 640' (325')		RWY 315'		
	MISSED APCH: Climb on 233° to 2290' (1975'), then turn LEFT onto 053° climbing to 2620' (2305'), then according to chart.								
									<div>MSA ARP</div>



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2290' (1975')	233°	053°	2620' (2305')
ILS GS 3.00° or	377	485	539	647	862	755	PAPI				
NDB Desc Grad	5.2%										

STRAIGHT-IN LANDING RWY 23L				STRAIGHT-IN LANDING RWY 05R			
ILS		LOC (GS out)		NDB		ALS out	
DA(H) 515' (200')				MDA(H) 640' (325')			
FULL							
ALS out							
RVR 550m VIS 800m		1200m		1200m		RVR 1500m VIS 1600m	
NOT AUTH						RVR 1500m VIS 1600m	

CHANGES: Procedure.

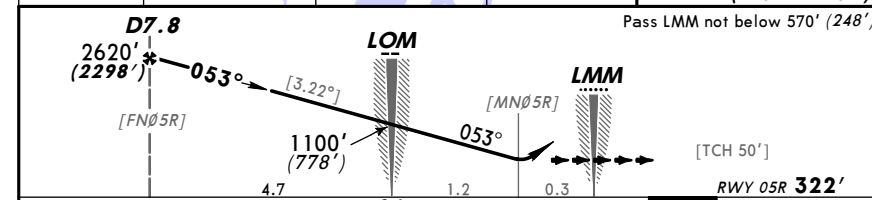
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UEEE/YKS
YAKUTSK

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27 FEB 09
Eff 12 Mar (16-1)

YAKUTSK, RUSSIA
2 NDB Rwy 05R

ATIS	*YAKUTSK Approach	*YAKUTSK Krug (Radar)	*YAKUTSK Start (TWR)	*Ground
126.2 Russian only	129.3	120.3	120.0	121.7
NDB VD *334	Final Apch Crs 053°	Minimum Alt D7.8 2620' (2298')	MDA(H) 670' (348')	Apt Elev 325' RWY 322'
MISSED APCH: Climb on 053° to 980' (658'), then turn RIGHT onto 233° climbing to 2620' (2298'), then according to chart.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ① Trans alt: 3610' (3288')				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	980' (658')	053°	233°	2620' (2298')
Desc Gradient 5.63% or	399	513	570	684	798	912	PAPI				
Descent angle [3.22°]											

STRAIGHT-IN LANDING RWY 05R				STRAIGHT-IN LANDING RWY 23L			
NDB		LOC (GS out)		ILS		ALS out	
MDA(H) 670' (348')				DA(H) 515' (200')			
				FULL			
				ALS out			
RVR 1500m VIS 1600m		1200m		1200m		RVR 1500m VIS 1600m	
						RVR 1800m VIS 2000m	

CHANGES: Procedure.

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